

TRAVELLER'S Journal

A travel magazine for Cub owners and enthusiasts | Issue 2

OFF ROAD OR NOT?

IS YOUR CAMPER TRAILER CUT
OUT FOR THE ROUGH STUFF?

THE KIMBERLEY
Australia's final frontier

PLUS
MEET THE
MAKERS

The craftsmen behind
your Cub Camper.

HOW TO
Safety checks
for your trailer

Plus lots more inside...

Going the Extra Mile

C O N T E N T S

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E D I T O R I A L

Getting away.

There's something so special about getting away from it all; and enjoying your own little slice of Australia without the crowds. We are blessed enough to live in a big country with a small population, equalling a world-rivalling low population density.

This means you can find a special slice of Australia all to yourself, something just for yourself. This often means leaving the bitumen behind to get into those more remote, less visited places. Can you do this with a camper trailer? Absolutely. It has to be up to the task, mind you.

In this issue of Traveller's Journal, we will show you through some tips on camper trailer travel, and how to get the most out of your trip. But mostly, we want to inspire you; inspire your own travels in this beautiful country.

 *The team at Cub Campers.*

Cub Spacematic Drover

SPECIFICATIONS

- Off-road hitch
- Independent suspension
- 127 litre water tank with lockable filler
- 3 x jerry can holders
- 2 x 4 kg gas bottle holders
- 12 volt water pump and lighting
- 3 X burner stove with grill
- 3 way 60 litre Dometic fridge
- Extended deluxe awning and side wall



Going the Extra Mile
www.cubcampers.com.au



G E A R



ARB SLEEPING BAG

It's a king-sized sleeping bag, made with the tourer in mind (not the backpacker). It's decidedly doona-like, and in our testing proved to be very comfortable. Sturdy YKK zips and thick Velcro straps show that it's made to last the distance, and two can be zipped together to make a double.

The bag costs \$220. For more information, go to www.arb.com.au.



XO SERIES JOCKEY WHEEL

The true, no holds barred jockey wheel. Tough enough to allow you to tow your camper through some serious mud, sand and ruts, the XO Series jockey wheel would have to be the toughest out there. It's built and secured so that bending is never an issue, and it's zinc and powder coated for longevity. Load rating: 750kg.

The RRP is \$349. For more information, go to www.arkcorp.com.au.

G E A R



SPOT GEN3

If you're going remote, you'd be well served to carry some kind of tracking/emergency device in case things go horribly wrong. The Spot Gen3 is small, and connects to the world using satellite technology. It runs off four AA batteries (which can be charged via USB), and can send out 'I'm Okay' or 'SOS' messages. You can do motion-activated tracking so others can keep an eye on your progress, and it can be programmed to track every 2.5 minutes.

It costs \$199. For more information, go to www.pivotal.com.au.



REDARC MANAGER30

Redarc's new Manager30 can take care of all of your electrical needs, and probably more. It will handle multiple batteries, solar, mains power, and keep an eye on everything else. If you have multiple power inputs (like solar and mains, for example), it will juggle them all for the best outcome. It's big, but if you want something that does everything, you can make room for it.

The Manager30 costs \$1,997. For more information, go to www.redarc.com.au.

Off road OR NOT?

We take a look at the ingredients that makes the difference between the real off-road campers and the pretenders.



GROUND CLEARANCE

This one is pretty obvious, really. Like your 4X4, the only part of your camper you want touching the ground is the round rubber bits. When you want to get to places with less people around, you're inevitably going to tackle some

tougher tracks, and this is when you want some ample ground clearance. When you do come into brief contact with terra firma, the way a camper is put together will determine whether it can take it in its stride or not. Look if vulnerable bits are tucked away, and sturdy steel is in the right spots.

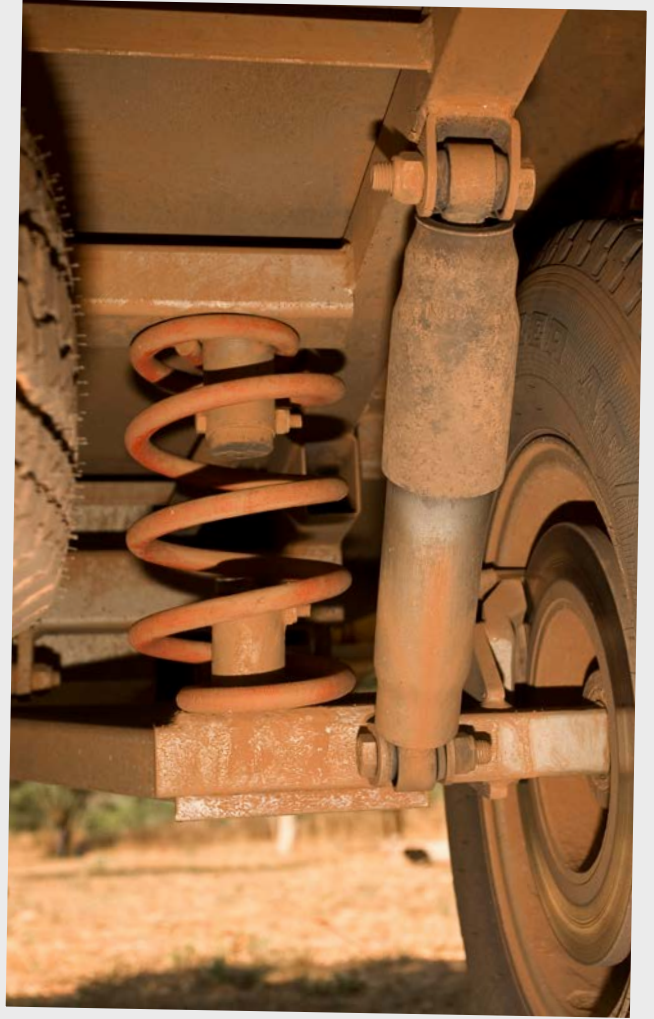


TYRES

A great rule I was taught about buying a second-hand car is to look at the tyres fitted. If they are a good quality, well-known brand on the car, chances are the owner doesn't mind spending money on the right stuff. If some kind of no-name cheap brand is fitted, they might be looking to cut corners on upkeep. The same thing happens with tyres. You'd never think of going Outback with light-duty, cheap (or even reatreaded) tyres fitted to the tow vehicle, so the same principle should apply for the camper.

SUSPENSION

After your tyres, your suspension is the next line of defence against breakdown. On a camper, the suspension's job is largely two-fold: carrying the payload of the camper as smoothly as possible, and being able to soak up the roughness of the road. Corrugations are the obvious big killer here; you want suspension that will soak them up with as few complaints as possible. This means big and long shock absorbers with plenty of oil capacity, and a spring rate that can handle a load smoothly. Coil springs can be superior to leaf springs when done right, but leaves will also do a good job.



HITCH

Your hitch is next along the line: and a typical ball mount won't really cut it for serious offroad work. An actual offroad hitch (like the Trigg pictured) can provide a solid and secure connection, which can twist and turn through anything the terrain can throw at it.





STRUCTURE

This is one of the most important, but also the toughest to judge. The difference between your trailer taking everything in its stride and not boils down to how it is put together, and how well. Quiz your trailer's manufacturer on what your trailer is made of, and how it is all put together. The less scrupulous manufacturers out there will try and cut corners under the skin (and away from the buyer's eye) by using weak, cheap materials without regard for its longevity. ■



Let the tour bus EAT YOUR DUST.

DO THE KIMBERLEY ON YOUR OWN WATCH.

Sure, you can explore the Kimberley on a tour bus down the Great Northern Highway, but with a little ground clearance and some decent tyres ... point that bonnet towards the Gibb River Road and experience something so much better.

It's the gateway to much richer experiences into the 'real' Kimberley, and the further you stray from the Gibb, the better it seems to get. The area defined by the 'Kimberley' is massive: over 420,000km² massive.

That's twice the size of Victoria, or three times the size of England.

The appeal of this country is in the spectacular views and geological formations that now exist, mostly owing to how incredibly old the land actually is: some rock art found in the area is believed to be up to 40,000 years old. The combination of volcanic activity and erosion over hundreds of millions of years has resulted in the stark, stunning country that surrounds you.





The start of our journey was in Kunnunurra, near the northern parts of the WA/NT border. From here, we head south-west towards the iconic Gibb River Road. It runs all the way from just east Kunnunurra, all the way down to Derby, some 700 kilometres away.

The beauty of this journey, especially when you are at the command of

your own ship, is the many side trips that are available in this rugged country. The remote community of Kalumbaru and spectacular Mitchell Falls are towards the north on a big detour, something definitely worth the journey; the remote triple cascades are something that you'd never forget. On the way back to the Gibb River Road, you can refuel at Drysdale River Station.

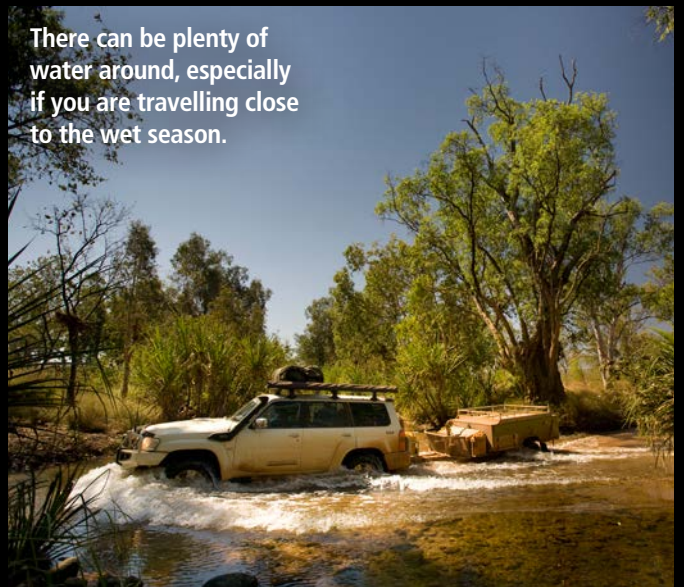


You'll get some bad batches of corrugations around the place, but the main roads are mostly in very good shape these days.

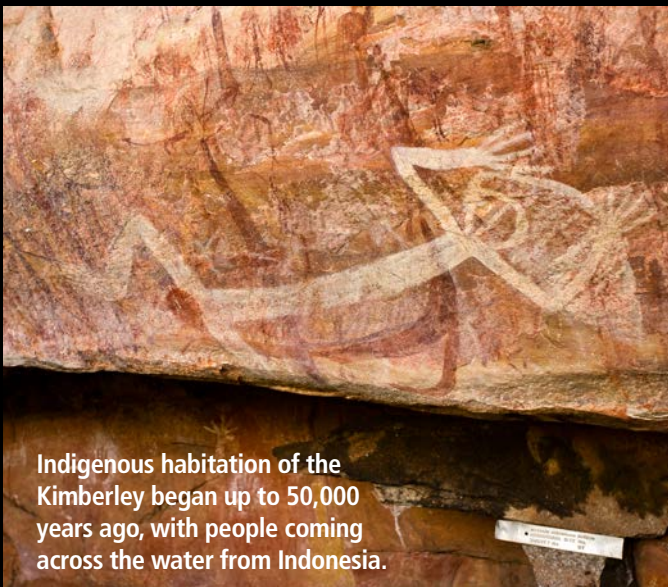
Bell Gorge is simply stunning, a worthy diversion only a (relative) stone's throw from the Gibb River Road.



There can be plenty of water around, especially if you are travelling close to the wet season.



Indigenous habitation of the Kimberley began up to 50,000 years ago, with people coming across the water from Indonesia.





This point along the Gibb River Road is about as far inland as you'll get – you'll slowly start working your way towards Derby at the Western Coast from this point. You aren't far from Broome and Cape Leveque by this time, two places certainly worth visiting.

It's not a technically difficult journey by any means, although some spots

will see you engaging low range in order to overcome some decent rock steps. Travel can be quick along the busier roads, but watch out for the washouts and creek crossings that appear with little warning. Wet seasons can make big changes to the area every year. Always carry extra fuel and water, and your usual arsenal of spares.

Depending on the conditions of the road, corrugations can range from okay to awful; don't forget to adjust your tyre pressures accordingly. The most popular and optimum time to travel is during June and July, when temperatures are at their lowest. You can travel there after the wet season tails off as well, to see a different Kimberley. ■



These are
Australian hands

And this is Australian
Dynaproofed canvas.



Proudly Australian made since 1968

NSW | QLD | WA | SA | NT | VIC

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Show Calendar

THE CUB CALENDAR

Want to see Cub's range in person? Come and say hello at one of the shows!

28th – 1st March

Wangaratta Fishing, Camping
& Outdoor leisure show
Apex Park - Wangaratta, VIC

3rd -5th March

Wimmera Machinery Field Days
Wimmera Events Centre, Longerenong, VIC

20th - 22nd March

Wagga Wagga Homexpo Leisurefest Roadshow
*Wagga Showground & Exhibition Complex -
Wagga Wagga, NSW*

20th – 22nd March

Canberra Retirement & Lifestyle Expo
Exhibition Park, Canberra, ACT

26th – 29th March

Farm World
Lardner Park, Warragul, VIC

27th – 29th March

Echuca Great Outdoor Expo
Echuca Racecourse, Echuca, VIC

11 - 19 April

NSW Caravan, Camping, RV &
Holiday Supershow, Rosehill
Rosehill Racecourse, Rosehill, NSW

17 – 19 April

Shepparton Homexpo Lifestyle
& Leisure Roadshow
Shepparton Showgrounds, Shepparton, VIC

01 – 03 May

Tocal Field Days
Tocal, Paterson, NSW

01 – 03 May

Horsham Homexpo Leisurefest Roadshow
Horsham Showgrounds, Shepparton, VIC

02 – 03 May

Geraldton Boat, Caravan & Camping Show
Geraldton Camp School, Geraldton, WA

07 – 09 May

Agfest Field Days
Agfest, Carrick, TAS

08 – 09 May

Riverina Small Farm Field Days
Griffith Showgrounds, Griffith, NSW



For even more dates, head over to the
Cub Campers events page on their website

All camper trailers are
Awesome...
...until it comes time to trade up.



Cub Campers have a much better resale value than most.

Proudly Australian made since 1968

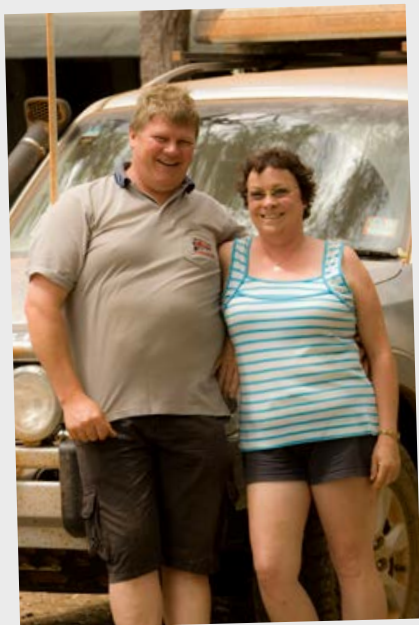
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A Well-Travelled Cub

It's funny who you bump into on the way to the Cape.



Plenty of gadgetry in the Chatfield cockpit.



We ran into the Chatfields at Punsand Bay, Cape York a little while ago, and were greeted by an extremely well-travelled Cub Supamatic Drover.

Towed by a nicely modified NT Pajero, the Cub has a few tricks up its sleeve as well. It's a 40th Anniversary model, decked out proudly with stickers of the camper's travels around Australia.

LED lighting has been fitted throughout the camper and annexe; the trick here is that they can switch over to orange, to reduce their appeal

to insects. An upright Engel fridge of 60 litres works in tandem with a (special gold Anniversary model) 40 litre in the back of the Pajero. 100 litres of fridge space? You won't be worried about warm beer!

Hot water comes via a Truma 14 litre gas/electric unit, and an aftermarket hot water pump then supplies it on demand. A REDARC BMS 12115S2 battery management system keeps everything topped up with power, and can also accommodate DC-DC charging.

Two jerry cans fit on the front of the camper, along with 127 litres of



Aftermarket Polyair airbags allow the Pajero to adjust for towing in different situations.



The Chatfield's home away from home.



Extra traction at the flick of a switch; just the ticket for the Cape.

water tucked up underneath. The suspension of the Pajero has been tweaked up to make it an effortless tow rig, with uprated springs and shocks all-round, along with Polyair airbags installed into the coils on the back. The Chatfields also keep an eye on the tow rig's tyre pressures, along with the camper and the airbags, through a TPMS (Tyre Pressure Monitoring System). A roof rack also gives them more storage space, on top of what the camper allows.

“With the camper it’s just so easy to hook up and go, because after every trip we clean it and prepare for the

next one. We can go without much to think about.”

“The 4X4/camper combo has been a lifesaver at the times when work really gets to you, and you don’t always have to go very far, just find a spot that looks good, and the Cub off-road camper trailer doesn’t limit where you can go and still be in comfort. And it’s a very capable unit behind the 4X4.

“There’s nothing better than staying somewhere away from everything, with no noise, the clearest skies you can imagine and being with the ones you love ... it’s perfect.” ■



IT'S A 40TH ANNIVERSARY MODEL,
DECKED OUT PROUDLY WITH
**STICKERS OF THE CAMPER'S
TRAVELS** AROUND AUSTRALIA.



The Drover's kitchen has stood the test of time.



The addition of a hot water shower makes for a relaxing luxury after a long day on the road.



You can never have too much storage space in a camper trailer.

SAFETY FIRST

A simple checklist for your camper trailer, before hitting the road.



THE HITCH

The trailer hitch (or coupling) is as good a place to start as any. Give everything a good look and shake, ensuring it's secure and where it should be. Check your handbrake, and ensure that it works well without problems or obstructions.



CHAINS AND CONNECTIONS

Ensure your electrical connections are secure and out of harm's way, and your safety chains are correctly attached. Although attached, they might not be connected. Give them a firm push (and a clean if needs be), and check that your trailer is charging and the stop/indicator lights work. Chains should be attached to the opposite side on the tow vehicle, with enough slack to allow you to turn corners.



JOCKEY WHEEL

Next, turn your attention to your jockey wheel. Not all jockey wheels can take the abuse they are put through, and will resort to bending, warping, or just plain old breaking when pushed too far. It's better to be aware of this than not. Check for any visual defects, and check that its mounting onto the drawbar feels solid.

WHEELS AND TYRES

The wheel bearings on your trailer can be easily neglected, leading to often devastating consequences. Stay on top of their condition, and don't forget to have them serviced at regular intervals. A good way of checking their condition is to jack the wheel off the ground, grabbing the tyre and rocking it from top to bottom or side to side. If there is any movement, the bearings should be investigated as quickly as possible. Whilst you're at the wheels, check your tyre pressures as well, and see what sort of condition the tyres are in.



SUSPENSION

It doesn't hurt to do a quick visual check of the suspension as well. If your rig has been doing it tough on some rough tracks, a quick look (and even nipping up the bolts) can help ward off any problems further down the track.



THE WALK-AROUND

Next is probably the most fruitful check you can do in terms of dodging disaster: the good old fashioned walk-around. You'll sometimes find things that haven't been tied down, left sitting around, or the camper itself not properly closed up. This has saved my bacon on many occasions. Jerry cans, gas bottles, and all of the doors and latches can be checked to see if they are going anywhere. And don't forget that whilst travelling, your gas bottles should be closed and water turned off.





Meet the Makers

THE PEOPLE BEHIND CUB CAMPERS, AND THEIR STORIES.

Name: Rowan Griffith.

Department: Design.

How long have you been working at Cub? Two years.

What does your job entail? I am an Industrial Designer, turning Cub's ideas into functional products. This process involves generating concepts, 3D CAD (computer-aided design) modelling, prototyping and programming CNC (computer-numerical control) machines.

What are the most important things about your job? Ensuring that Cub continue to be market leaders with quality, innovative designs, while maintaining our reputation for the most reliable Australian made campers on the market.

Where are you from? Old Bar, NSW.

What do you like about working at Cub? It enables me to combine my passion for outdoor adventure with design, using the latest 3D CAD modelling software.



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A travel magazine for Cub owners and enthusiasts



With Australia's **most popular** flip top camper.

www.cubcampers.com.au

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